

Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 1999 through 2002.

Table 44 Collisions in Work Zones: 1999-2002						
	1999	2000	2001	2002	Change 2001-2002	Avg. Change 1999-2001
Work Zone Collisions	258	309	256	266	3.9%	1.3%
Fatalities	1	8	6	2	-66.7%	337.5%
Serious Injuries	16	25	20	27	35.0%	18.1%
Visible Injuries	45	65	49	49	0.0%	9.9%
Possible Injuries	94	89	120	70	-41.7%	14.8%
% All Collisions	1.0%	1.2%	1.0%	1.0%	2.4%	1.9%
Workers Injured	0	1	9	4	100.0%	-50.0%

Prior to 2001, most of the crashes that have taken place in work zones have not involved workers in the construction zone. The 9 worker injuries, 2 of which were fatal injuries, in 2001, resulted from a single collision on I-15. The 4 workers injured in 2002 resulted from 3 separate collisions; 2 sustained serious injuries and 2 sustained visible injuries. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single vehicle collisions comprised 20% of the collisions in work zones in 2002, although neither of the fatal collisions was a single vehicle collision. While overturn and other object - not fixed were the predominant most harmful events in single vehicle collisions in work zones, rear end was the predominant most harmful event for multiple vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

Table 45 Work Zone Collisions by Roadway Type: 2002								
	Fatal		Injury		Property Damage		All Collisions	
Interstate								
Rural	0	0.0%	6	6.7%	18	10.3%	24	9.0%
Urban	0	0.0%	23	25.6%	40	23.0%	63	23.7%
U.S. or State Highway								
Rural	1	50.0%	18	20.0%	27	15.5%	46	17.3%
Urban	1	50.0%	21	23.3%	36	20.7%	58	21.8%
Local								
Rural	0	0.0%	4	4.4%	14	8.0%	18	6.8%
Urban	0	0.0%	18	20.0%	39	22.4%	57	21.4%
Total	2	0.8%	90	33.8%	174	65.4%	266	

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

Table 46 Collisions in Work Zones by Transportation District: 2002				
	Fatal Collisions	Injury Collisions	Property Damage Collisions	Total Collisions
District 1	0	22	28	50
District 2	0	2	6	8
District 3	1	37	100	138
District 4	0	5	10	15
District 5	1	19	20	40
District 6	0	5	10	15
Statewide	2	90	174	266

In 2002, the economic cost of collisions in work zones was \$15.9 million dollars. This represents 1% of the total cost of Idaho collisions (as shown in Table 4).